

	can be heard, but the rule cannot make substantive changes to the legislation, that is out of UDOT's purview. In this case of the school bus advertising, limiting the ads to one side of the bus would be considered substantive and concerns of that nature would be best addressed in the 2012 legislative session.
Action Item:	None
Results & Implementations:	None
Attachment(s):	None
Item: School Bus Advertising Rule – ratification of the board approval.	
Discussion:	<p>Chad asked for comments:</p> <ul style="list-style-type: none"> • Murrell Martins (State Office of Education Transportation Specialist) thanked the efforts of UDOT and UHP for the progressive way they dealt with the adoption of the school bus standards. He said the State Office of Education is placed in the middle of concerns over the school bus advertising issue. He cannot speak for the state board, his role is to listen to all who would voice opinion. The board is a large group and nothing is processed quickly. They go through a well thought out and detailed process for any approvals. His concern is that the board has not advised UDOT yet and according to 41.6a.1304, <i>"the Department of Transportation by and with the advice of the State Board of Education and the Department of Public Safety shall adopt and enforce rules, not inconsistent with this chapter, to govern the design and operation of all school buses in the state..."</i> It might well be that the board may feel pre-empted in this process and might question moving forward without their advice. • Don asked Murrell if he knew where the board stands on this issue. • Murrell – No, I believe they want to know what the associations feelings are. I can comment on a couple of recent rules on safety. One requires the driver to check their buses thoroughly after each trip. They have also taken a pro-active position in the use of electronic equipment. Both those rules are more restrictive than state law. • Chad – You mentioned yesterday that the board may have authority to further restrict policy beyond what state law outlines. • Murrell – Don't know that – It is probably a question for the attorneys. • Ahmad – Do the charter schools fall under the state board jurisdiction. Our role here is to clarify law, not to make it more restrictive. • Tom Givens – (Utah Association for Pupil Transportation President Elect) said that charter schools, and even private companies like Serv-a-Bus fall under the same rules. Granite School District has decided to advertise on buses and live by the rules given and maybe even be more restrictive. The concerns that UAPT has is distracted kids. Last year 165 people drove past a bus while stopped with the signs out, they missed stopping because they were distracted. There are no studies on bus ads and kids being injured. Kids drop something out of backpack and reach down or crawl under a bus and get run over. The state is offering a carrot for funding to make up for lost revenue elsewhere and while the smaller districts will watch, the larger urban districts will do it. We worry about the distraction, it is the only negative thing we see. Good that legislature is looking for creative ways to raise funds, but we can't know what goes on outside a bus. If we raise \$60,000 with this, it is \$60,000 we didn't have before. Grateful for the opportunity, fearful of the distractions. • Ben Rowley (President AFT Local 6226 and school bus driver) passed out a position paper on this issue. His concern is the loading side of the bus, the most dangerous side of the vehicle. Driver has to watch this area closely along with front of bus. They police area around bus. If there are things on the bus that attract attention, it causes a problem. They had added a route number sign to the side of the bus and were amazed at how many students had to come up to, look at and touch just that small sign. The hallmark of a good driver is to know what is goes on all around your vehicle at all times, including inside. Ads could make it more difficult. Windows are another concern. Drivers use them extensively, while driving and while parked. Be careful and cautious of anything that restricts light in to the bus. • Chairman Ipson did a lot of research during the legislative session. Couldn't find anything. Two bus drivers that are members of the House voted against this bill. That may be telling. This rule was sent out and worked on by email. The board needs

	<p>to ratify the action already taken. Public comment would begin July 1. I hope that the State Board would comment during this period.</p> <ul style="list-style-type: none"> • Murrell said that they will not even get it on their agenda by then. • Don Ipson expressed concern about that and asked Chad if there was any way to hold the process. • Chad said he could check with senior leadership. • Ahmad said the department is under a time frame – that the rule making process should be concluded within six months of the bill passing. He asked if the board couldn't comment during that 6 week time period. • Murrell said that the board couldn't comment in that time frame, and asked when the six month period started. It was determined that it began May 10. • Don committed to make calls to the board chair and to Superintendent Larry Shumway after this meeting. He didn't think UDOT wants the appearance of thumbing its nose at the State Board, we respect their position. He also mentioned that he has a personal bias on this bill and fought hard during the session. He feels that giving up safety for the sake of money is the wrong thing to do. • Don continued that he didn't think it would be out of line as the board goes on record of ratifying this rule that it also didn't support the concept of compromising safety. While approving the rule, some on the board were not in favor of school bus advertising. He didn't think the board could overwrite the statute, but could go on record. The 1,000 lb. gorilla in the room is the question of whether UDOT or the school board has the ability to further restrict what is in the bill – it sounded like a slippery slope. • Ahmad agreed it was a dangerous precedent. • Don asked for any other public comment and mentioned that he had driven truck for a long time and when he was pulling trailers with scenic pictures, etc. they did cause some distraction. He thanks those who had commented and asked where they had been during the committee hearings. • Wayne Jones commented that after they had built their shop, many homes were built up around them. They felt it necessary to move their shop away from the neighborhoods because the kids were always attracted to their trucks and it became a worry. • Rand Austin made a motion to ratify the board's vote with the understanding that the board was not in favor of school bus advertising. • Don asked that the State Board should be encouraged to weigh in as well, as it is important to have their response. • Rand amended his motion to include encouragement of the State Board of Education to respond to the proposed rule. • Jeff England said he was grateful to be able to listen to Ben Rowley and has a lot better understanding of bus drivers and how much they have going on around their buses. He seconded the motion. • Don called for a ratification of their approval and the motion passed.
Action Item:	Don Ipson will call the State Board chair and State Superintendent Larry Shumway about getting their input on this rule.
Results & Implementations:	The rule goes to public comment on July 1, 2011.
Attachment(s):	None
Item: By Statute – Review of TACT Program – Lt. Bruce Pollei	
Discussion:	<p>"Targeting Aggressive Cars and Trucks" – Lt. Pollei explained that TACT is an FMCSA grant program for traffic enforcement around big trucks. From a University of Utah crash study, the I-15 corridor from 6th to 106th South has been a high crash area for CMV's. Bad lane changes, cutting off trucks, not using signals, tailgating and merging traffic are the major challenges. TACT is to educate the public on laws and behaviors to avoid crashes with CMV's.</p>

Action Item:	None
Results & Implementations:	None
Attachment(s):	None

MONTHLY UPDATES

Item: UHP, Lt Bruce Pollei

Discussion:	<ul style="list-style-type: none"> We appreciate the opportunity to be involved with the industry and work with professional drivers at the Truck Driving Championships. Roadcheck was conducted all over the state. We had a crew near Bryce Canyon to conduct motor coach inspections as motor coach safety is a huge issue nationally. We inspected 84 motor coaches and only found 2 out of service. Captain Middaugh commented that he is new to this area of the patrol, but understands Utah has one of the lowest crash rates in the country. It is no surprise when you see the cooperation from all parts of the industry. UHP is focused on holiday weekends. We are in the midst of the 100 deadliest days of the year, from Memorial Day forward. Easter averages 1.3 deaths per day, this year it looks like that will be 1.0 per day. Memorial Day averages between 1.4 to 1.5 deaths per day, but this year also will be about 1.0 per day.
Action Item:	None
Results & Implementations:	None
Attachment(s):	None

Item: Utah Trucking Association, Terry Smith

Discussion:	<ul style="list-style-type: none"> Thank you to the Highway Patrol and UDOT for their assistance with our Truck Driving Championships. Without you it couldn't happen. We had 130 drivers compete and many companies donated equipment for the event. We will send 9 drivers to the national competition in Orlando. In 2013, the National TDC will be held in Salt Lake City. The Safety Management Council is hosting the 53rd annual Rocky Mountain Safety Rendezvous in July. Idaho, Wyoming, Utah and Colorado all participate in this event in Park City. There will be 120 safety managers attend this year. TACT – I had the opportunity to ride during the first blitz. It is amazing to see what goes on the road and then how it changes when the highway patrol is out there.
Action Item:	None
Results & Implementations:	None
Attachment(s):	None

Item: FMCSA, Bob Kelleher

Discussion:	Not Available
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Action Item:	None
Attachment(s):	None
Item: FWHA, Kelly Lund	
Discussion:	Not Available
Action Item:	None
Attachment(s):	None
Item: Utah State Tax Commission, Kevin Park	
Discussion:	Not Available
Action Item:	None
Attachment(s):	None
Item: Associated General Contractors, Rich Thorn	
Discussion:	Not Available
Action Item:	None
Attachment(s):	None